

## **Military Airlift**

### **MANAGEMENT OF SYSTEM 463L PALLETS NETS, AND TIE-DOWN EQUIPMENT**

This regulation provides procedures for managing system 463L pallets, nets, and tie-down equipment as an essential part of the military airlift system. It requires all Army, Navy, Air Force, Marine Corps, and departmental agency users to report, control, and return all pallets and nets to the airlift system. It assigns responsibility to the Air Force Logistics Command item manager (IM) at Warner-Robins Air Logistics Center (WR-ALC) for item management, and to the Military Airlift Command (MAC) as the single manager of the airlift system. It explains how airlift system users are to maintain, repair, and report on 463L pallets, nets, and tie-down equipment they possess. It gives guidance for preparing pallet and net reports, and describes the formulas to be used in determining pallet and net requirements and variances for each major Department of Defense (DOD) agency. This regulation applies to DOD active and reserve elements. MAJCOMs and DOD components may supplement this regulation. Supplements should address MAJCOM and DOD component unique requirements. Proposed supplements must be approved by HQ USAFLETN before implementation. An information copy must also be sent to AFLC LOC/ATO. Wright-Patterson AFB OH 45433.

**1. Introduction.** System 463L pallets and nets are essential to the effective use of the military airlift system. In normal operations they reduce aircraft ground time and allow for load preplanning. In emergency situations their availability at the right place and time can be the determining factor in the mission's success or failure. Steadily increasing costs require that these critical assets be managed carefully.

**2. General Information.** The DOD manages pallets and nets under two different systems. One system covers bar reserve material (WRM) and the other manages routine (daily) air cargo operational assets. The DOD now manages pallets and nets under established readiness authorizations, as WRM, The Air Force Equipment Management System (AFEMS), or its DOD component equivalent, segregates and controls these assets. These assets are separate and distinct from daily operational pallet and net levels and, for the Air Force, are subject to the controls in AFR 400-24. Operational levels must be managed and reported as prescribed in this regulation. Paragraph 10 specifies reporting of WRM.

Supersedes AFR 76-13. AR 59-18. OPNAVINST 4600.21B, MCO 4631.8B, and DLAR 4151.15. 15 October 1979. (See signature page for summary of changes.)

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OPR: LETN (Lt Col Randall J. Cox) Approved by: Col Charles F.

Ryan Writer-Editor: R. M. Downey

Distribution: See page 6

**3. Ownership and Funding.** Although pallets and nets may be authorized to, and possessed by, any DOD component, they are Air Force property and the Air Force Logistics Command (AFLC) funds and purchases them. The AFLC Logistics Operations Center Training Force Structure Directorate (AFLC LOC/AT) Wright-Patterson AFB OH 45433-5000, is the AFLC office of primary responsibility (OPR) for all matters concerning 463L pallet and net management.

**4. Item Manager.** The DOD IM for 463L pallets and nets is Warner-Robins Air Logistics Center (WR-ALC/MMV), Robins AFB GA 31098-5000.

**5. Positioning of Pallets and Nets.** All pallets and nets required to sustain operational and WRM requirement are to be prepositioned with the using activity. For the Air Force, a unit equates to a squadron. For other services, a unit can equate to an installation. Each Air Force major command (MAJCOM) and DOD component (Army, Navy, Marine Corps, and DLA) must determine its WRM prepositioning locations and levels with the IM and HQ MAC/TRX. Geographic locations of prepositioned WRM assets will be submitted with the annual revalidation of requirements (see paragraph 6).

a. The IM initially distributes new production and depot repaired pallets and nets. The IM coordinates the distribution of new and repaired pallets

with the MAJCOM or DOD component pallet and net manager before shipping assets. The IM reviews the 463L System Pallet and Net Control Report, RCS: LOG-LOC(M)8701 Report, and the C008 Report for Air Force WRM assets, to identify and redistribute excess and fill shortages. The IM must take prompt action to redistribute assets after coordination.

b. Units must not use pallets and nets prepositioned against WRM requirements for routine air cargo operations without prior approval from the IM. Units authorized pallets and nets may use WRM assets during operations plan (OPlan) exercises and deployments. Units without WRM assets must arrange with the command's aerial port and pallet and net manager to make assets available for deployments, special assignment airlift missions (SAAM), exercises, etc. The manager does not include this requirement in the aerial port's authorizations. This does not preclude authorizing operational levels for units that require them for general training requirements.

c. Units may redistribute operational assets within the MAJCOM or DOD component without the concurrence of the IM. Units may not redistribute WRM assets without IM concurrence. The MAJCOM or DOD component pallet and net manager should take intra-MAJCOM or DOD component redistribution action to transfer overages to activities with shortages.

d. The IM may direct redistribution among MAJCOMs or DOD components. Redistributing assets to other organizations which are co-located, or to the nearest activity, regardless of owning MAJCOM or DOD component, will be used to the maximum extent possible. MAJCOM or DOD Component pallet and net managers must coordinate on all intra-base transfers. Technical Order (TO) 35D33-2-2-2 contains shipping instructions for pallets, and TO 35D33-2-3-1, for nets. The IM will provide special shipping instructions as required. Ship all assets, whether serviceable or repairable, by the most economic means available.

e. When airlift operators and supported agencies, mutually agree, units may designate operational prepalletization points and may provide pallets and nets from the airlifter's operational stock. The airlift operator must control and report these assets.

f. AFLC LOC/AT reviews positioning and redistribution actions by reviewing the RCS: LOG/LOC(M)8701 Report.

**6. Requirements Determination.** Each MAJCOM and DOD component must determine its pallet and net requirements. AFLC LOC/AT will request MAJCOM or DOD component to revalidate and verify pallet and nets

annually. The MAJCOM or DOD component must revalidate these requirements and submit them to the IM no later than 31 October each year for authorization approval. The validation process is an action to deliberately plan for expected operational and WRM pallet and net requirements. Units should continually refine pallet and net needs, based on accumulated experience or enhanced planning techniques.

a. The unit commander must validate and verify the requirements submission as the minimum essential quantity needed to accomplish the mission. The MAJCOM or DOD component pallet and net manager must present and justify the requirements submission during the annual World Wide Pallet and Net Workshop. AFLC LOC/AT chairs the workshop and AFLC LOC/TG or WR-ALC/MMV hosts it.

b. MAJCOM or DOD component submissions must include justification which shows computational methods used and, if WRM, the specific OPlan or combination of simultaneously tasked OPlans, unit Designated Operational Capability (DOC) statement, or directive that constitutes the heaviest tasking for each unit.

c. The MAJCOM or DOD component must establish WRM levels to support unit deployment for the first 25 days. The submission must list in 5-day increments requirements for days 0 through 25 of the OPlan for each unit. Tenant units must coordinate WRM requirements with the host base to ensure that units do not duplicate requirements.

d. There are four methods for computing WRM requirements. The MAJCOM or DOD component should:

(1) Carefully load plan cargo (less rolling stock) to arrive at the total number of 463L pallets and nets required (usable area of a pallet is 84 by 104 by 96 inches).

(2) If detailed load planning is not possible, divide total weight of cargo (less rolling stock) by 4,000 lbs (2 tons) per pallet, plus 20 percent of the outsized cargo (excluding vehicles), to determine total pallets required.

(3) If a unit is listed in the OPlan timed Phased Force Deployment List (TPFDL) as having a Unit Type Code (UTC), which is subject to deploy by air with less than one pallet load (4,000 lbs), consider the unit as a small unit if so designated by the MAJCOM or DOD component. If a small unit is unable to transport or handle a built-up pallet load, it may negotiate with the applicable aerial port of embarkation (APOE) to include their WRM requirement in with the APOE's requirement. The unit must formalize this negotiation in writing, i.e., AFR 11-4 Agreements, SAAM Conferences, Interservice Support Agreement (ISSA), and retain and revalidate it

each year. The commander of the small unit sizes the unit cargo by class, weight, and cube, and assembles the data in two copies. The unit sends one copy to the host installation transportation officer for local base mobility planning requirements. The unit sends the second copy to the MAJCOM or DOD component pallet and net manager to delete that unit's requirement from the MAJCOM or DOD component total requirement. The APOE will manage these assets as WRM and will make them available to the unit upon demand.

(4) Include pallets and nets for palletization of baggage, to support deploying personnel, in requirements, the MAJCOM or DOD component will compute pallets and nets for baggage as one pallet set (i.e., one pallet, one top net, and two side nets) for every 60 passengers (PAX) or one pallet set per aircraft. The MAJCOM or DOD component must document their unique requirements, to meet personal equipment needs, in supplements to this regulation.

e. Methods of computing operational requirements may vary according to each MAJCOM or DOD component's mission. Operational computations vary based on aircraft assigned, types of aircraft, terminal processing factors (which include requirements for rehandled cargo), and mission needs. The MAJCOM or DOD component must address operational asset computation methodology in supplements to this regulation. During OPlan or exercise deployments, units (regardless of size) must process and palletize their own equipment on arrival at the APOE.

7. Modification of 463L Pallets and Nets. The IM any purpose other than preparing and transporting cargo by airlift. The IM must approve modifications for specialized transportation purposes not readily reconverted (for example, comfort pallets). The MAJCOM or DOD component must delete permanently modified pallets from the 463L pallet inventory and must not included them in the monthly control report (RCS: LOG-LOC(M)8701).

8. One-for-One Exchange. Pallets, nets, and tie down equipment are subject to one-for-one exchange. Any unit not receiving a one-for-one exchange must receive a receipt for any loss. Units must note all exceptions to the one-for-one exchange in the control log. (WRM pallets deployed with a unit and reaming in the units custody are not included in this requirement.)

9. Pallet, Net, and Tie-Down Equipment References. This regulation, and TOs 35D33-2-2-2, for pallets, 35D33-2-3-1, for

nets, and 13C2-1-1 for tie-downs explain how to handle and maintain pallets, nets, and tie-down equipment. AFR 66-19 AR 310-70/NAVMATINST 5600.11A/MCO 5215.16/DLAR 4151.9 explain how to obtain the referenced TOs.

10. Reporting Requirements. Any unit possessing operational and WRM pallets and nets must report those assets at 2400 ZULU time (GMT) on the first Tuesday of each month (attachment 1). Do not use the monthly RCS: LOG-LOC(M)8701 report (attachment 1) to establish new requirements. Reports made through MAJCOM or DOD component channels must reach WR-ALC/MMVD by the 20th day of the month. Logistics Express (LOGEX) pallets and nets authorized by AFLC must be reported through the LOGAIR Communications Network (COMNET) only. Do not include WRM assets reported by Air Force MAJCOMs under AFEMS in the RCS: LG-LOC(M)8701.

a. Each MAJCOM and DOD component pallet and net manager must consolidate and send its monthly report and variances to the IM. The method of computing pallet and net variances is: to the previous month's inventory of assets, add new, repaired, and distributed items; subtract items sent to repair, items condemned locally, and items redistributed to other MAJCOM or DOD components. Compare this total to the previous month's total. The MAJCOM or DOD component pallet and net manager will investigate differences between assets actually on hand and what should be on hand when compared with the last monthly report. Where the variance is greater than 5 percent, plus or minus, send the results of the investigation to the IM before the next scheduled monthly report. Besides the monthly investigation, MAJCOM and DOD components are to investigate unexplained losses that exist for 3 consecutive months, or when the value of unexplained losses exceeds \$50,000 in 1 month. Document the computed variances and required investigations, and retain the document with the monthly 463L System Pallet and Net Control Report. Retain these monthly RCS: LOG-LOC (M)8701 reports in active storage for 1 year and in inactive storage for 1 year and in inactive storage for 1 year.

b. The IM will determine the monthly variances in the DOD-wide pallet and net inventory by using the previous month's inventory, adding new shipments, adding formerly condemned assets brought back into the system, subtracting condemned assets, and comparing the total to the reported monthly inventory. The IM documents and retains this monthly pallet and net report. The IM will investigate and take action on any unaccounted gains or losses that exceed

1,000 pallets or 1,000 nets worldwide. The IM should reconcile any differences in quantities of serviceable and reparable pallets and nets shipped between the manufacturer or the repair contractor and the reporting activities. The IM should investigate and resolve differences or take other action if losses are determined. Document actions, as necessary, to support the monthly pallet and net inventory. MAJCOM or DOD component pallet and net managers will assist the IM in all investigations. The IM will send a report of the investigation of AFLC LOC/AT for review within 60 calendar days. This report is exempt from RCS as specified in AFR 700-11, paragraph 2-3b.

11. Tie-Down Equipment. Attachment 2 describes this equipment. Individual users procure and control this stock funded material. It is also subject to one-for-one exchange. TO 13C2-1-1 explains how to clean and repair tie-down equipment.

12. Temporary and Long Term Loans. Units may temporarily loan system 463L pallets and nets for up to 30 days, if equipment is used only as authorized by this regulation. Units must get prior approval from the IM for any loan in excess of 30 days. Loans are made from operational levels only.

13. Authorized Use. System 463L pallets and nets interface with the aircraft's cargo restraint system with close tolerances. They damage easily when units use them for other than their intended purposes. Units may use over-the-road movement of built-up pallets during Operational Readiness Inspections (ORI) and command directed exercises if they are adequate three point dunnage, as stated in TO 35D33-2-2-2, paragraph 1-16. Units must closely scrutinize over-the-road movement to limit the possibility of damage. DO NOT USE OFF-ROAD MOVEMENT OF BUILT-UP PALLETS.

14. Repair at Bases or Installations. Base-level personnel, can repair many types of damage. For the Air Force, the host base deputy commander for maintenance is responsible for base-level repair. MAJCOM or DOD components must assure an installation level repair capability as specified in the referenced TOs. We encourage the use of regional repair facilities, which pool resources while keeping transportation costs as low as possible. If there are no facilities available for repair of pallets and nets, or if it is not cost effective to establish additional repair capability, consider contract repair as an alternative. Determine repair of pallets and nets by the priority of the requirement. Do not ship or

transfer damaged pallets and nets without the proper condition tag. Do not dispose of condemned pallets on site, unless the MAJCOM and DOD component pallet and net manager directs it and includes them on the monthly report. TOs 35D33-2-2-2 and 35D33-2-3-1 can explain repair criteria.

15. User Responsibilities. MAJCOM or DOD components that possess pallets and nets must control, maintain, and report those assets according to this regulation and referenced TOs. The MAJCOM or DOD components are to emphasize inventory management, reporting, and distribution within their authority, and coordinate requirements, overages, and shortages with the IM. If the unit pallet and net monitor fails to comply TOs 35D33-2-2-2 and 35D33-2-3-1 and pallets and nets are damaged or destroyed due to negligence, then the monitor may be liable. Supervisory personnel must establish periodic reviews of pallets and nets to ensure proper use and storage. MAJCOM and DOD components must comply with DOD and service directives pertaining to the responsibility for loss, damage, and destruction of public property in management, control, and use of 463L pallets and nets. The MAJCOM and DOD component pallet and net manager must ensure that validated requirements are the minimum essential required to accomplish the mission. This responsibility includes:

- a. Ensuring that subordinate activities correctly accomplish the pallet and net validation process according to this regulation.
- b. Performing spot checks to analyze and validate an activity's pallet and net requirements determination process.

16. Pallet and Net Control. Units that possess WRM or operational levels of pallets and nets must ensure that they:

- a. Base the monthly 463L System Pallet and Net Control Report on a physical inventory at 2400 ZULU time (GMT) on the first Tuesday of each month.
- b. Have available and use referenced TOs.
- c. Periodically, review requirements and hold them to the minimum essential to complete the mission.
- d. Do not use pallets and nets for other than the intended purpose.
- e. Properly stack and protect stored pallets and have available and use proper dunnage (attachment 3 and TO 35D33-2-2-2).
- f. Maintain an accountable record to provide a clear audit trail for pallet and net losses or gains. Attachment 4 provides a suggested format for a control log which provides information required for an audit trail.

g. Include the requirements of this paragraph and referenced attachments in all MAJCOM and DOD component Inspector General (IG) checklists to inspect 463L Pallet and NET management and control.

17. Pallet, Net, and Tie-Down Equipment Accountability: a. Units possessing pallets and nets must provide a clear audit trail for assets that leave their control. The following procedures apply: (1) Control and account for WRM assets under the Air Force Equipment Management System (AFEMS) or DOD component equivalent. (2) Account for operational assets on a control log (sample at attachment 4) which records the types and quantities of equipment released, and provides a clear audit trail for their timely recovery. Assets not recovered within 30 days (unless specifically released for a longer period) and still outstanding during the next monthly reporting period, must be included

in the RCS: LOG-LOC(M)8701 Report as overdue. The report on overdue assets must include recovery actions taken, message address of the unit that received the assets, and a comment explaining what assistance, if any, is needed from the IM or higher headquarters. (3) Use the cargo manifest (surface or air) as a receipt for pallet and net shortages. A receipt must be obtained for all pallets and nets left outside normal MAC cargo channels. LOGAIR and QUICKTRANS may use their COMNET to account for overages or shortages on flights. b. To obtain a waiver for procedures in a above, a MAJCOM or DOD component must request such a waiver from HQ USA/LETN. The request must describe an alternative system for controlling these assets, including the interface with other MAJCOMs or units using the system.

BY ORDER OF THE SECRETARIES OF THE AIR FORCE, THE ARMY, THE NAVY, AND THE DIRECTOR,  
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#### 4 Attachments

1. 463L System Pallet and Net Control  
Report Format, RCS LOG-LOC(M)8701
2. Types and Sizes of 463L Pallets and  
Nets and Associated Tie-Down Equipment
3. Pallet and Net Storage Checklist
4. Sample Pallet and Net Control Log

#### SUMMARY OF CHANGES

This revision adds recommended changes resulting from AFAA Audit Report Number 3070212, Management of System 463L Pallets and Nets and Audit Report Number 5085510, Determining DOD Requirements for System 463L Air Cargo Pallets and Nets, and the 1985 and 1986 Worldwide 463L Pallet and Net Workshops. These revisions concern; positioning assets (para 5); requirements determination (para 6); reporting requirements (para 10); provisions for pallet and net repair (para 14); clarification of user responsibilities (para 15); inspection checklist requirements (para 16); tie-down equipment accountability (para 17); and provides small unit user responsibilities (para 15).

#### Distribution:

Air Force: F

Army: Active Army, USAR, ARNG: To be distributed in accordance with DA Form 12-9A requirements for AR, Air Transportation. Active Army-C; USAR and ARNG-D.

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	24A	(Naval Air Force Commanders)
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	49	(Administration Support Unit)
	FA5	(Air Facility LANT)
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	FA7	(Station LANT)
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	FA27	(Weapons Facility)
	FB6	(Air Facility PAC)
	FB7	(Air Station PAC)
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	FB13	(Submarine Base PAC)
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	FB34	(Fleet Activities)
	FB36	(Naval Facility PAC)
	FC3	(Naval Activities)
	FC4	(Air Facility NAVEUR)
	FC5	(Support Activity NAVEUR)
	FC7	(Station NAVEUR)

AFR 76-13/AR 59-18/OPNAVINST 4600.21C/MCO 4631.8C/  
DLAR 4151.15        25 March 1988

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FG2            (Communication Station (Diego Garcia only))  
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FKMI7        (Fleet Material Support Office)  
FKM 18       (Material Transportation Office)  
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## 463L SYSTEM PALLET AND NET CONTROL REPORT FORMAT, RCS: LOG-LOC(M)8701

1. Reporting Unit. Address, Date, and POC.
2. Prepared at 2400Z (1st Tuesday of month).
3. Authorized:
  - Operational
  - WRM
4. Serviceable On Hand Last Month:
  - Operational
  - WRM
5. Serviceable On Hand This Month:  
(Explain changes in remarks.)
  - Operational
  - WRM
6. Repairable:
  - Depot Level
  - Base Level
7. Number Repaired on Base This Month:  
(Indicate damaged types in remarks.)
8. Number Condemned: (Indicate damage types in remarks.)
9. Quantity New. Repaired or Distributed Pallets. Top Nets and Side Nets Received.
10. Remarks.

taken as a result of that analysis. The IM will spend the analysis on to AFLC LOC/ATO with an info copy to HQ AFLC/MMMF and HQ USAF/LETN.

## 2. Data Elements Description:

a. Reporting Unit, Address, Date. Show the address of the preparing or consolidating office, that is, TMO Zweibruken AB, GE, would be the preparing agency reporting to HQ USAFE, HQ USAFE would be the reporting unit to the IM.

b. Prepared at 2400Z (1st Tuesday of month). Services as a reminder and affirmation.

c. Authorized. Show the number of operational and WRM pallets for which the IM has approved authorizations. If this number has changed from the previous month, cite IM authorization message or letter.

d. Serviceable Last Month. Show the number of operational and WRM pallets reported as serviceable on last report.

## e. Serviceable This Month:

(1) Include the number of operational and WRM pallets serviceable as of the preparation time.

(2) Explain any difference between months in the remarks section.

(3) Include quantities loaned on receipt.

(4) Do not include quantities borrowed on receipt.

f. Repairable. Show number of depot and base level repairables on hand as of the preparation time. Use TO 35D33-2-3-1 for top and side nets for determination of repair level required.

g. Number Repaired on Base and Damage Types. Show number repaired on base or in any regional repair center established. Categorize types of damage corrected (that is, 12 broken rings, 3 torn skins, etc.).

h. Number Condemned and Damage. Enter number condemned at base level and categorize damage types. (It is important to collect data on types of damage so that adequacy of pallet and net design can be evaluated.)

LOG-LOC(M)8701 Report Preparation  
Instructions

## 1. General Information:

a. The accurate preparation of this report, reflecting the actual physical review at 2400Z on the first Tuesday of the month, is essential to the effective management of the 463L Pallet and Net program.

b. Report should flow from the unit level through the command channels to the IM.

c. Each reviewing agency will consolidate inputs and provide an analysis before sending to the next reviewing level.

d. The IM will prepare a summary analysis of all inputs and outline actions



TYPES AND SIZES OF 463L PALLETS AND NETS AND ASSOCIATED TIE-DOWN EQUIPMENT

Nomenclature	NSN	Size
Pallet, Cargo, Aircraft HCU-6/E	1679-00-820-4896CT	88 by 108 by 2 1/4 in
Pallet, Cargo, Aircraft HCU-12E	1670-00-985-3149CT	54 by 88 by 2 1/4 in
Net, Cargo, Tie-down Pallet, Top, HCU-15/C	1670-00-969-4103CT	88 by 108 in
Net, Cargo, Tie-down Pallet, HCU-7E Two pieces per top net	1670-00-996-2780CT	88 by 108 in Side,
Net, Cargo, Tie-down Pallet, Top, HCU-16/C	1670-00-992-1648CT	54 by 88 in
Net, Cargo, Tie-down Pallet, HCU-11/E Two pieces per top net	1670-00-978-3851CT	54 by 88 in Side,
CGU-1/B, Nylon Strap 5,000 lb	1670-00-725-1437	capacity
MB-1, Tie-down Chain, 10,000 lb	1670-00-516-8405	capacity
MB-1 Tensioning Device,	1670-00-212-1149	10,000 lb capacity
MB-2 Tie-down Chain. 25,000 lb	1670-00-212-1150	capacity
MB-2 Tensioning Device,	1670-00-212-1150	25,000 capacity
Cover, Plastic Pallet 463L,	3990-00-930-1480	HCU-6/E
Cover, Plastic Pallet 463L,	3990-00-930-1481	HCU-12E

**463L PALLET AND NET STORAGE CHECKLIST**

(NOTE: Air Force units should use AF Form 2519, All Purpose Checklist, to customize this checklist for local use.)

**PALLETS:**

1. Are pallets stored right side up?
2. Are pallets set on proper 3 point dunnage consisting of uniform materials/ thickness and a minimum of 88 inches long?
3. Is dunnage set along the short dimension of the pallet with one in the center and one on each side?
4. Are pallets prevented from hanging over the edge of the dunnage?
5. Is dunnage placed between not less than 10 pallets in every stack?
6. If pallets are stored outside, is a protective plastic barrier placed between the dunnage on the ground and the bottom pallet to prevent moisture from penetrating the dunnage and causing corrosion?

7. If pallets are stored outside, is a plastic barrier placed between the pallet and the load to prevent moisture accumulation?

8. Are palletized loads stored outside afforded slopping damage to facilitate moisture run-off?

9. Are pallets properly tagged to specify condition?

**NETS:**

1. Are nets stored in a cool, dry covered space?
2. Have nets been stored while wet?
3. Are nets stored in a water vapor-proof container?
4. Are stored nets marked indicating quantity and size?
5. Are nets tagged to specify condition?

SAMPLE PALLET AND NET LOG

BASE: Andrews AFB

ACTIVITY: 93rd Aerial Port Squadron

CUSTODIAL LOG

Julian Date	Asset Type	Gain/ Loss	Reason/ Manifest Number	If Other Than a Manifest, Name Rank, SSN, Duty Station, Duty Phone	Signature	Remarks
8276	Pallet (LG) Set	- 2	C-141 Down load 3, Picked Up 5: Manifest ABC			Signature Receipt on manifest
8277	Pallet Set	- 1	Picked Up Pallenized Cargo	Jones, John J., Capt, USA 127-30-8276 Boondocks Det 12. Phone 555-8910		Will return pallet with ship- ment on 8285 day
8277	Pallet	+ 1	Turned in by SSgt White, FMS, found on station			Will hold to fill shortage, and include in monthly report
8277	Chains Devices (10K)	- 6 Sets	Vehicle Operations to tie down load	Smith, Jack, SSgt USAF, 123-45-6789 1st Veh Ops Ext 5678		Will return 8277 day